

APR 14 2008

SAN FRANCISCO
PUBLIC LIBRARYSAN FRANCISCO
PLANNING DEPARTMENT**PRELIMINARY MITIGATED NEGATIVE DECLARATION**1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479**Date of Publication of Preliminary Mitigated Negative Declaration:** April 11, 2008**Lead Agency:** Planning Department, City and County of San Francisco
1650 Mission Street, San Francisco, CA 94103**Reception:**
415.558.6378**Agency Contact Person:** Jeremy D. Battis**Telephone:** 415 575-9022 **Fax:** 415.558.6409**Project Title:** 2006 0441E -- 721 Beach Street**Planning Information:**
415.558.6377

eller, Patri Merker Architects

Telephone: 415 284-1100

eller, Patri Merker Architects

Telephone: 415 284-1100**5/S***San Francisco Public Library*Government Information Center
San Francisco Public Library
100 Larkin Street, 5th Floor
San Francisco, CA 94102**REFERENCE BOOK***Not to be taken from the Library*ch Street
025, Lot 017
ncisco

The project is the demolition of an existing 558-square foot (sq ft) one-story circa 1912 and construction of a new 40-foot-high, 12,857-sq ft mixed-use retail units within 6,299 gross sq ft of area on the third, fourth, and partial-space on the ground and second floors. The existing structure provides no parking is proposed. The 3,644-sq ft site, on the southern side of Beach Street (Assessor's Block 0025; Lot 017) bounded by Beach Street to the north, Point Street to the south, and Larkin Street to the west. The project site, in the Front Planning Area, Fisherman's Wharf Subarea, is within the Waterfront C-2 (Community Business District) and is within a 40-X height and bulk variance from the off-street parking requirement.

Number(s), if Applicable: None yet filed.

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects: **See Section F, Page 48.**

D
REF
711.4097
Se828pMarie Zeller, Patri Merker Architects
J. Cabrerros & J. Battis, Planning Dept.
Jue Hestor, Attorney at LawSupervisor Michela Alioto-Pier, District 2
Master Decision File/ Bulletin Board
Distribution List

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PRELIMINARY MITIGATED NEGATIVE DECLARATION

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Fax:
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Project Title: 2006.0441E -- 721 Beach Street

Project Sponsor: Marie Zeller, Patri Merker Architects

Telephone: 415 284-1100

Planning
Information:
415.558.6377

Project Contact Person: Marie Zeller, Patri Merker Architects

Telephone: 415 284-1100

Project Address: 721 Beach Street

Assessor's Block and Lot: Block 0025, Lot 017

City and County: San Francisco

Project Description: The proposed project is the demolition of an existing 558-square foot (sq ft) one-story commercial building constructed circa 1912 and construction of a new 40-foot-high, 12,857-sq ft mixed-use building consisting of four residential units within 6,299 gross sq ft of area on the third, fourth, and partial-fifth floors and 6,558 sq ft of retail space on the ground and second floors. The existing structure provides no off-street parking and no off-street parking is proposed. The 3,644-sq ft site, on the southern side of Beach Street, is located within the block (Assessor's Block 0025; Lot 017) bounded by Beach Street to the north, Hyde Street to the east, North Point Street to the south, and Larkin Street to the west. The project site, located in the Northeastern Waterfront Planning Area, Fisherman's Wharf Subarea, is within the Waterfront Special Use District No. 2, is zoned C-2 (Community Business District) and is within a 40-X height and bulk district. The project would require a variance from the off-street parking requirement.

Building Permit Application Number(s), if Applicable: None yet filed.

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects: See Section F, Page 48.

cc: Marie Zeller, Patri Merker Architects
G. Cabrerros & J. Battis, Planning Dept.
Sue Hestor, Attorney at Law

Supervisor Michela Alioto-Pier, District 2
Master Decision File/ Bulletin Board
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Initial Study

Case Number 2006.0441E – 721 Beach Street

I. PROJECT DESCRIPTION AND SETTING

A. Project Description

The 3,644-square foot project site is located at 721 Beach Street (Assessor's Block 0025; Lot 017) (see site plan p. 5). The site is located on the southern side of Beach Street, and is bounded by Beach Street to the north, Hyde Street to the east, North Point Street to the south, and Larkin Street to the west. The proposed project would involve the construction of a new 40-foot-high, 12,857-square foot mixed-use building consisting of four residential units within 6,299 square feet of area on the third, fourth, and partial-fifth floors and 6,558¹ gross square feet of retail space on the ground and second floors. The proposed sizes of the four dwelling units are as follows: a 1,055-square foot one-bedroom unit, an 876-square foot one-bedroom unit, a 1,067-square foot one-bedroom unit, and a 2,000-square foot three-bedroom unit (the remaining 1,301 square feet consists of residential common space) (See graphic on page 7).

The proposed project would necessitate demolition of an existing 558-square foot (sq ft) one-story commercial building constructed circa 1912. The proposed project would require a variance for no off-street parking. Project construction is estimated to take approximately twelve months.

B. Project Setting

The project site is located in the Fisherman's Wharf neighborhood of San Francisco (see project location map, page 4). The project site is also located in the Northeastern Waterfront Planning Area, Fisherman's Wharf Subarea, and is within a C-2 (Community Business District) zoning district, the Waterfront Special Use District No. 2, and a 40-X height and bulk District. The *Waterfront Land Use Plan*, adopted by the San Francisco Port Commission in 1997, identifies the project site as within the Fisherman's Wharf Subarea. Located directly opposite the terminus of the Hyde Street Cable Car line, the site is surrounded by tourist-oriented uses, which include hotels, shops, restaurants, bars, multimedia attractions, and one block to the west, the historic Ghirardelli Square complex along with other uses such as office and residential. The project site is situated on the periphery of the California Register of Historic Places Aquatic Park Historic District, a highly-visited and -touristed area of the City. Directly opposite the site, to the north, and overlaying the historic district, is San Francisco Maritime National Historical Park (commonly referred to as "Aquatic Park" and which includes a collection of Streamline Moderne buildings and historic tall-mast ships at the Hyde Street Pier) whose northern edge is approximately defined by San Francisco Bay. The Hyde Street Cable Car turnaround's regular debarking of trolley riders at the Park's southeastern edge at Beach and Hyde Streets feeds the area a continuous stream of foot traffic.

¹ Or 4,999 net square feet or "occupied" retail area as defined by Planning Code Section 102.10.

Beach Street is located two blocks to the north of the foot of steeply sloping Russian Hill, whose principal north-south throughway is Hyde Street.² Between Hyde and Larkin Streets, Beach Street is the northernmost street before the San Francisco Bay. Beach Street's northern edge is defined by landscaped park space rather than storefronts, which provides open views of the Bay, the Golden Gate Bridge, and the topography of Marin County. This block, as well as the one to the west along the Park's edge, feature many unique elements including a substantially setback and landscaped promenade, period gas lamps, and a decorative gazebo. Two blocks to the west, Beach Street terminates at Van Ness Avenue and the eastern edge of Fort Mason.

The project site slopes upward from Beach Street to the rear of the lot. The subject lot, measuring 26½ feet by 137½ feet, is situated between a corner parcel to the east having a frontage of 85 feet and a depth of 56½ feet, and to the west, a lot also having a depth of 137½ feet, but with a frontage of 38½ feet. Buildings on the subject block span a variety of architectural periods, styles, and forms, generally two and three stories in height with retail at the ground level. The adjacent corner lot to the east includes a three-story, approximately 40-foot-tall building dating from the post-Great Fire Reconstruction Era consisting of multiple dwellings above the ground-floor Buena Vista Café. This building is listed on the Planning Department's Historic Resources Inventory, having a 1976 Department of City Planning survey rating of 2. The parcel to the west of the project site contains a three-story, approximately 30-foot-tall, contemporary commercial building of cinderblock construction. Further to the west, 761 Beach Street is a two-story, approximately 25-foot-high building with wood-shingled hipped roof that appears to have been constructed in the 1920s. Additional buildings on the subject block with historic ratings include 757 Beach Street, a two-story, 30-foot-high unadorned masonry building constructed circa 1947 and included on the 1976 survey, and 781 Beach Street, a three-story, approximately 30-foot-high 1912 building characterized by its brick façade and arched windows and entryways that span two stories. Historically known as the Piedmont Winery Building, it is listed in both the *Here Today* and 1976 surveys. The project site's surrounding area consists of scattered pockets of both commercial and residential zoning districts and a large amount of park open space.

² Hyde Street had cable car service introduced in 1878 by the California Street Cable Railroad Company as a practical means of traversing Russian Hill and linking the downtown to the Bay. *Source:* The Cable Car Museum.

★ 721 Beach St San Francisco, CA 94109-1218



Figure 1 – Project Location Map
721 Beach Street

Source: Yahoo Maps, December 2006
(not to scale)

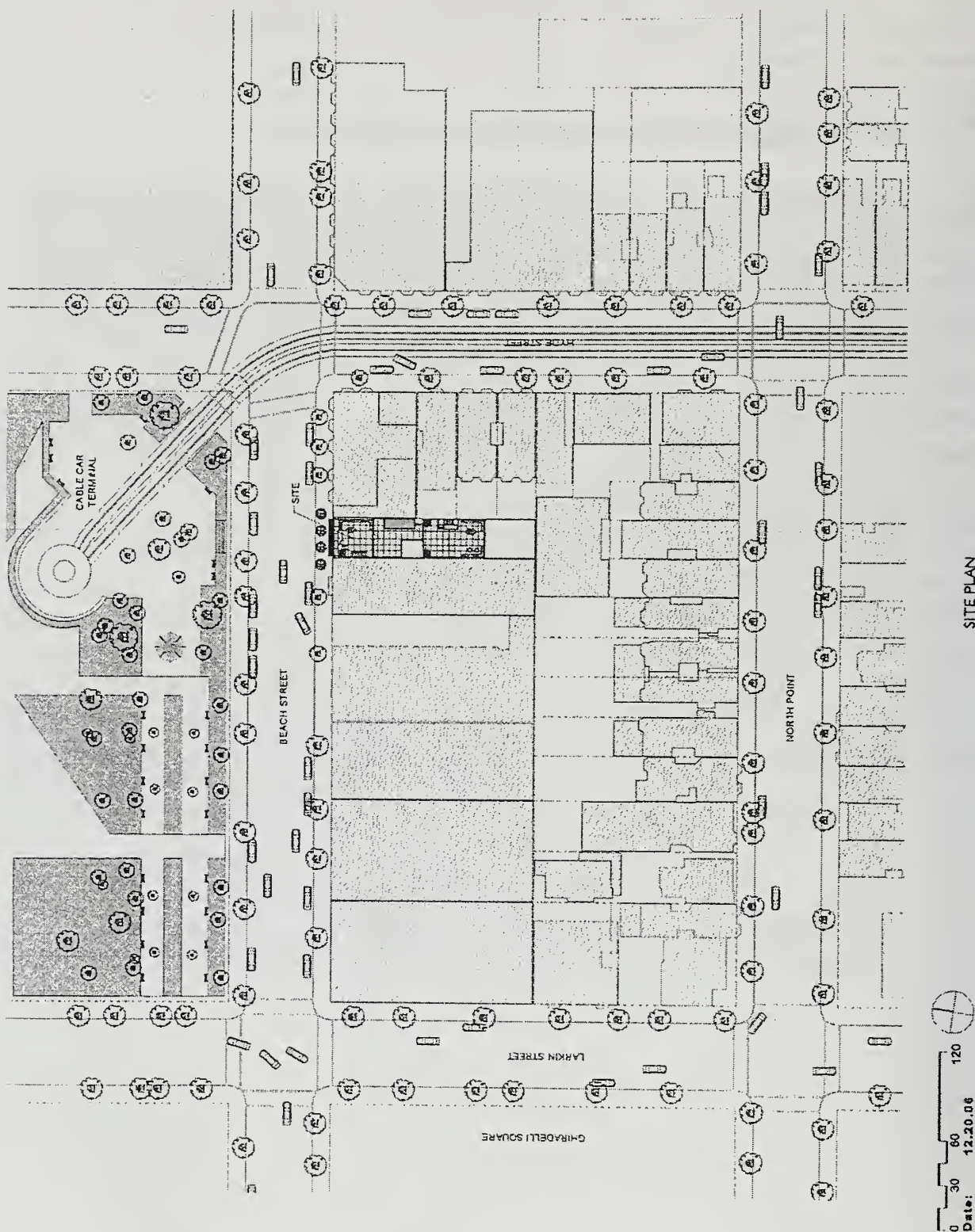
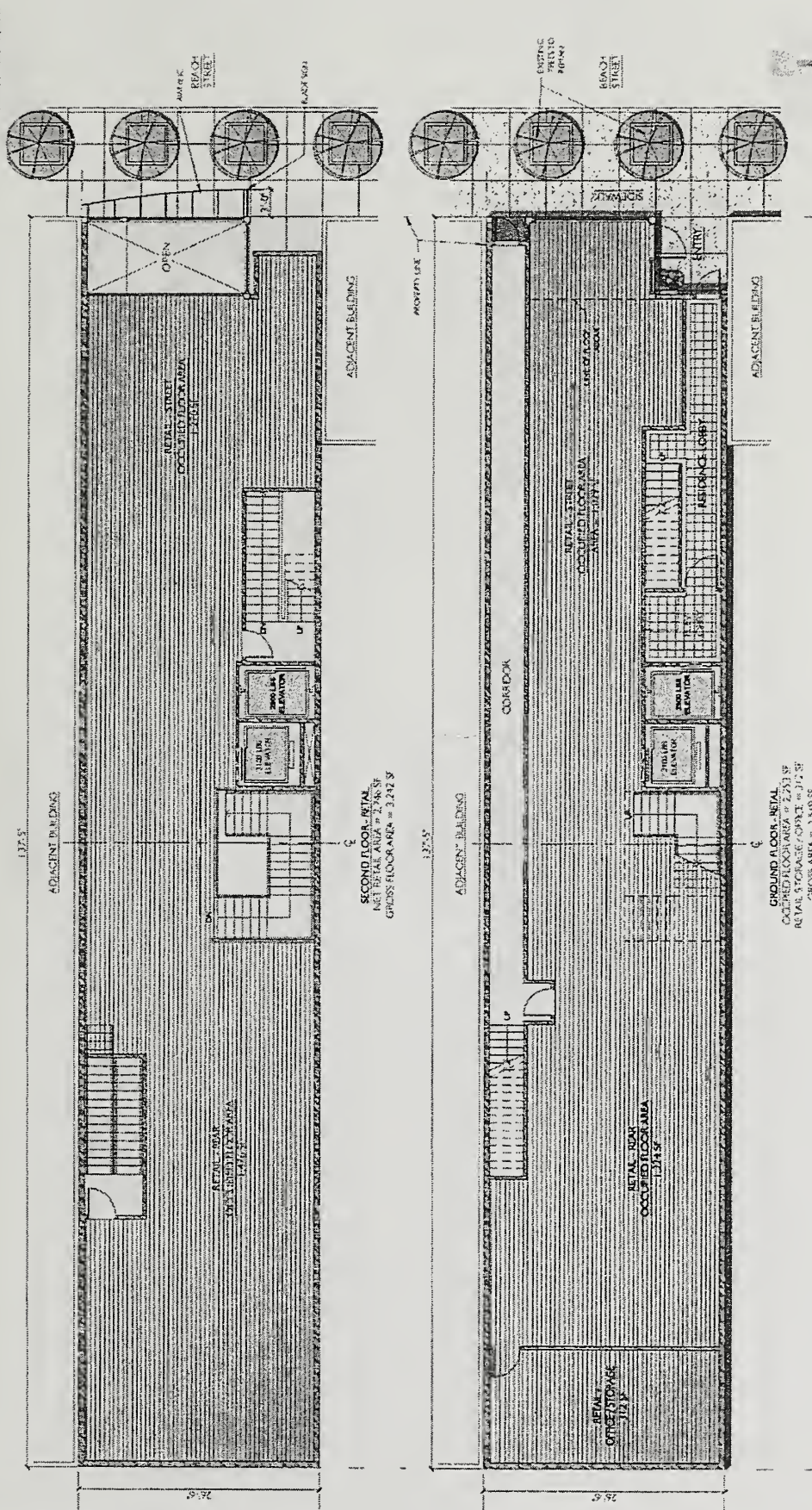


Figure 2 – Site Plan
721 Beach Street

Source: Patri, Merker Architects, December 2006
(not to scale)



**Figure 3 – Ground and Second Floors Plan
721 Beach Street**

Source: Patri, Merker Architects, December 2006
(not to scale)



721 BEACH STREET
A Retail / Residential Project
San Francisco, CA

PATRI MERKER ARCHITECTS
ARCHITECTS
400 BROAD STREET, SUITE 400
SAN FRANCISCO, CALIFORNIA 94102
TEL: 415.398.1100 / FAX: 415.398.1101

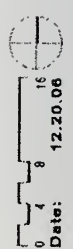
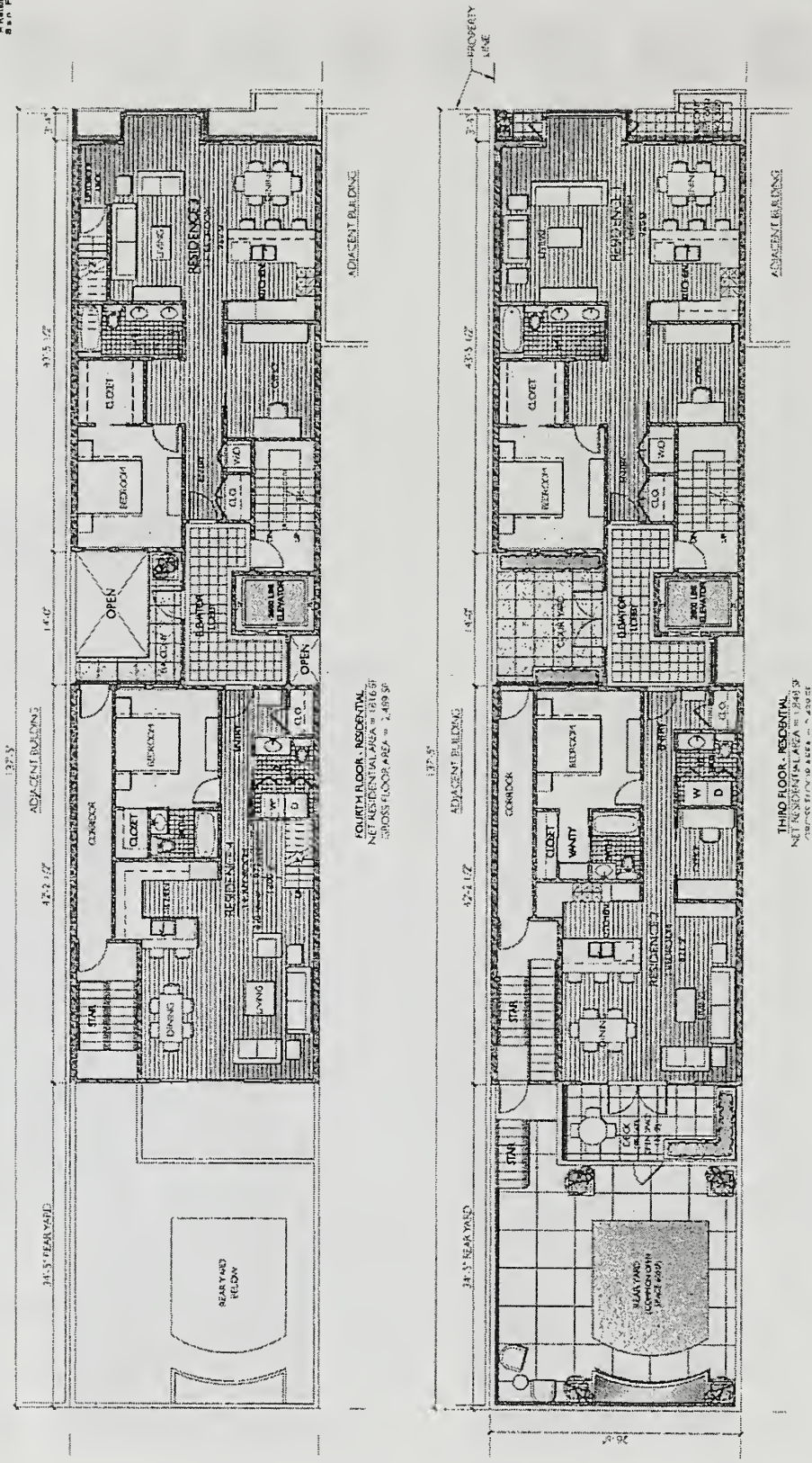
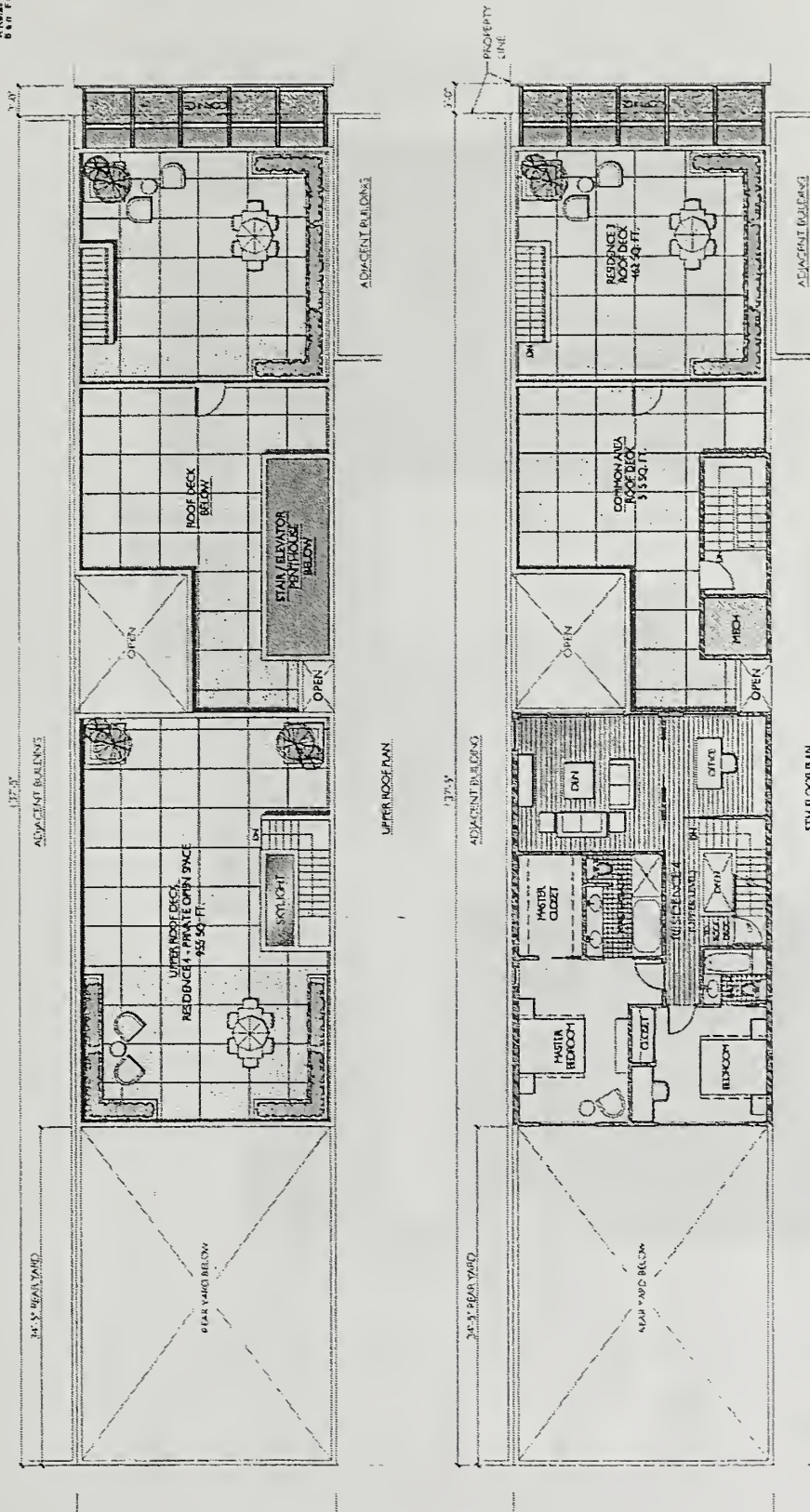


Figure 4 – Third and Fourth Floors Plan
721 Beach Street
Source: Patri, Merker Architects, December 2006
(not to scale)



5TH FLOOR PLAN
NET BUILDING AREA = 10,000 SF
GROSS FLOOR AREA = 11,118 SF

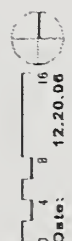
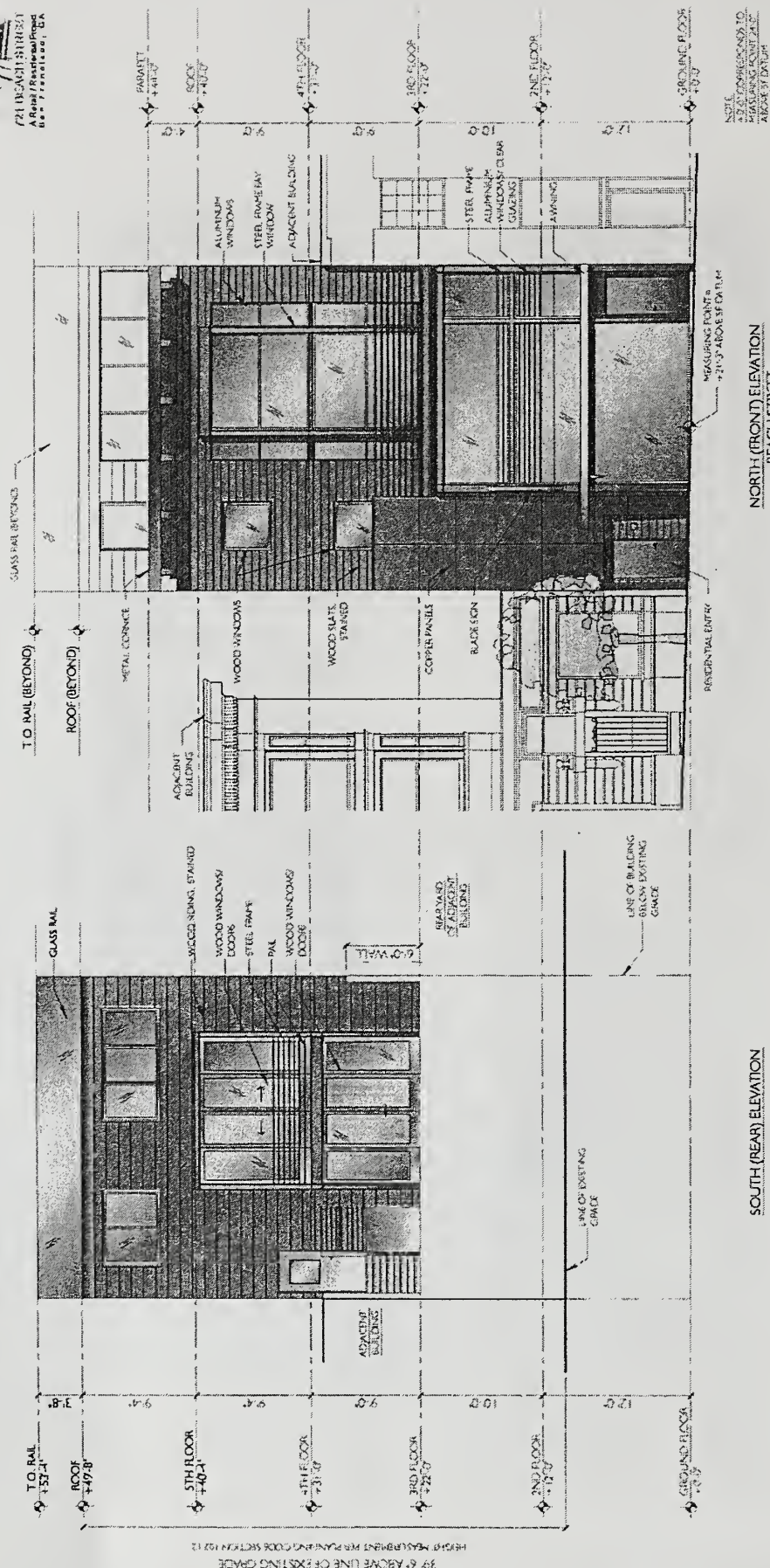


Figure 5 – Fifth Floor and Roof Plan
721 Beach Street

Source: Patri, Merker Architects, December 2006
(not to scale)



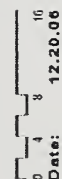
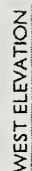
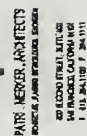
PATN, MERKER, ARCHITECTS
COTED A, JAMES, 8700 28th, MONTE
440 REDWOOD STREET, SUITE 400
SAN FRANCISCO, CALIFORNIA 94107
TEL 394 1400 F 394 1111

NORTH & SOUTH ELEVATIONS

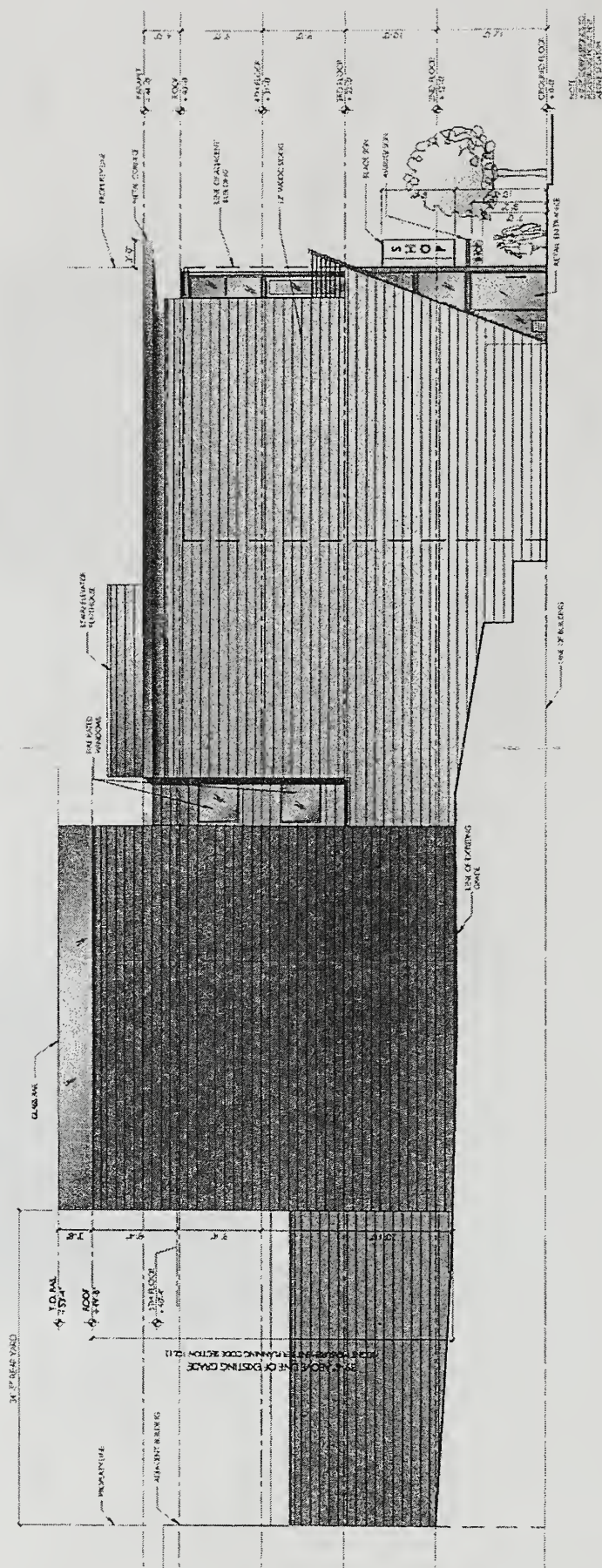
Date: 12-20-08

**Figure 6 – Elevation, Rear (Facing South) and Front (Facing North)
721 Beach Street**

Source: Patri, Merker Architects, December 2006
(not to scale)



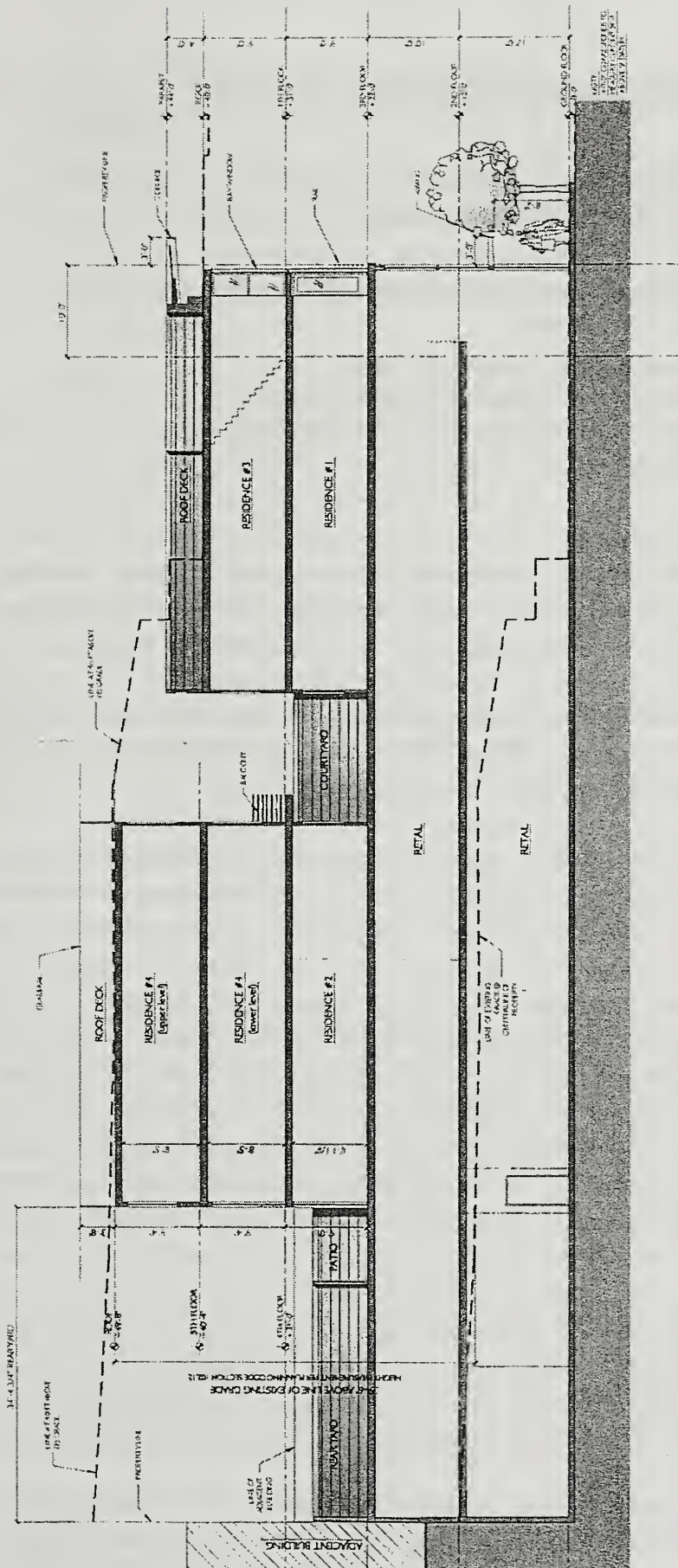
Source: Patri, Merker Architects, December 2006
(not to scale)



EAST ELEVATION

048 16
Date: 12.20.08

Source: Patri, Merker Architects, December 2006 (not to scale)



Source: Patri, Merker Architects, December 2006
(not to scale)

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, such as from Regional, State, or Federal Agencies.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Planning Code & Zoning

The *San Francisco Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the Planning Code, or an exception is granted pursuant to provisions of the Planning Code. Approval of the proposed project would result in a change of land use and intensification of development on the project site, the specific impacts of which are discussed below under the relevant topic headings.

The proposed project would be generally consistent with the General Plan and applicable zoning designations. Sections 240 and 240.2 of the Planning Code recognize Waterfront Special Use District No. 2's national significance, historic merit, and special traffic considerations, and provide provisions to protect the area from adverse adjacent development. The project would fully comply with the requirements set forth by Sections 240 and 240.2, and would be principally permitted uses within the District. The project site is located within a C-2 (Community Business District) zoning district and within a 40-X height and bulk district. The proposed residential and retail uses are principally permitted uses within the C-2 zoning district. The C-2 district, pursuant to Section 215 of the Planning Code permits residential densities not exceeding the ratio of dwellings allowable within the nearest residential district or the ratio afforded by an RM-1 (Residential, Mixed, Low Density) district, which allows one dwelling unit per 800 sq ft of lot area. The project site, at approximately 3,644 square feet, would allow up to four dwelling units. The proposed project, with four dwelling units, would therefore not exceed the allowable dwelling unit density. The project site is within a 40-X height and bulk district, which permits structures to a height of 40 feet without additional bulk limitations. The proposed project, at 40 feet, would therefore be within the allowable height limit. Stair penthouses up to ten feet in height are exempt from the height limit pursuant to Section 260 of the Planning Code.

Section 151 of the *San Francisco Planning Code* requires one off-street parking space for each dwelling unit in the C-2 district. Parking is required for retail spaces exceeding 5,000 square feet at a ratio of one off-street parking space for each 500 square feet of occupied floor space. The proposed project, with four residential units and 4,999 square feet of occupied retail area (as defined by Planning Code Section 102.10), would therefore require four residential and no retail

parking spaces. The project would provide no off-street parking and, therefore, the sponsor is seeking a parking variance as provided by Planning Code Section 305.

Under Section 135 of the Planning Code, 100 square feet of private open space, 133 square feet of common open space, or some combination of both, per dwelling unit is required. The proposed project, with four dwelling units, would therefore be required to provide approximately 400 square feet of private, or 532 square feet of common open space, or an equivalent combination of private and common open space.

The proposed project would provide approximately 1,619 square feet of private open space. Distributed among the four residential units, the two third-floor units would have balconies totaling 202 square feet, while the two fourth-floor units would have roof decks totaling 1,417 square feet. The proposed project would provide an additional 1,275 square feet of common open space. The third floor would account for 760 square feet of common open space, with a rear yard area of 605 square feet and a 155-square foot mid-lot courtyard. The remaining 515 square feet of common open space would take the form of a 515-square foot roof deck. Therefore, the proposed project would be consistent with the Planning Code's open space requirement.

Under Section 134(a)(1) of the Planning Code, the minimum rear yard depth for residential uses shall be equal to 25 percent of the total depth of the lot. Therefore, the rear yard requirement would be approximately 34 square feet. The proposed project, with a depth of 34 feet at all residential levels, would satisfy the rear yard requirement. The project would also be required to comply with Section 140 of the Planning Code which requires at least one room (of 120 square feet or more) of each dwelling unit to face open areas, including public streets or unobstructed open space areas of a certain size.

Plans & Policies

The *San Francisco General Plan* provides general policies and objectives to guide land-use decisions. Any conflict between the proposed project and policies that relate to physical environmental issues are discussed in Section E, Evaluation of Environmental Effects. The compatibility of the proposed project with *General Plan* policies that do not relate to physical environmental issues would be considered by decision-makers as part of their decision to approve or disapprove the proposed project. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City Planning Code to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of

earthquake preparedness (Questions 13 a-d, Geology, Soils, and Seismicity); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8 a and b, Wind and Shadow, and Questions 9a and c, Recreation and Public Space). Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in the Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the project would contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

In addition to the *General Plan*, some areas of the city are also addressed in specific area plans. The project is located within the Northeastern Waterfront Plan Area and the Fisherman's Wharf Subarea. The Northeastern Waterfront Area Plan's overall goal is to create a physical and economic environment in the Northeastern Waterfront area which will use the area's resources and potential in the manner which will best serve the needs of the San Francisco community. The Fisherman's Wharf subarea contains portions of the Golden Gate National Recreation Area at Aquatic Park, hotels, restaurants and specialty shops, the reuse of historic buildings for major commercial centers at Ghirardelli Square and the Cannery, Fish Alley and the berthing basin for the commercial fishing fleet, the Pier 39 development, two swim clubs, sea scouts and a senior center. There are also several multi-unit housing complexes as well as smaller residential buildings interspersed in the area. Policies for Fisherman's Wharf include developing a new fishing harbor in the vicinity of Hyde Street to help the fishing fleet; maintaining modernized fish handling facilities; creating a central open space; maintaining and creating opportunities for new water-oriented commercial recreational development; providing pedestrian, transit and parking improvements to upgrade circulation and reduce congestion; preserving significant historic structures; and ensure that the community recreational needs in Aquatic Park are recognized. The proposed project would be consistent with these policies.

Approvals

The Department of Building Inspection and Department of Public Works would require building, grading, and encroachment permits for the proposed project because it would involve demolition of the existing structure, grading of the existing site, construction of a new building, and work within the public right-of-way. As described in the Planning Code & Zoning section above, the proposed project would require a variance from Planning Code requirements for off-street parking.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|--|--|--|
| <input type="checkbox"/> Land Use | <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Wind and Shadow | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Recreation | <input type="checkbox"/> Hazards/Hazardous Materials |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mineral/Energy Resources |
| <input type="checkbox"/> Transportation & Circulation | <input type="checkbox"/> Public Services | <input type="checkbox"/> Agricultural Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mandatory Findings of Signif. |

E. EVALUATION OF ENVIRONMENTAL EFFECTS

Topics on the Initial Study Checklist that have been checked "No Impact" or "Not Applicable" indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect related to that issue. A discussion is included for those issues checked "Less than Significant Impact" and for most items checked "No Impact" or "Not Applicable." For all topics checked "Not Applicable" or "No Impact" without discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Database and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
1. LAND USE AND LAND USE PLANNING—					
Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is located within the Fisherman's Wharf neighborhood. The proposed project would include the demolition and removal of the existing approximately 558-square-foot, one-story commercial building and the construction of a four-story, 40-foot-tall mixed-use building with four dwelling units and ground- and second-floor retail. The project site is located near the southwest corner of the intersection of Beach and Hyde Streets and is abutted to the east by a three-story, approximately 40-foot-tall, building containing multiple dwellings above a ground-floor restaurant, and to the west by a three-story, approximately 30-foot-tall, commercial building.

Land use impacts are considered to be significant if the proposed project would disrupt or divide the physical arrangement of an established community, conflict with local land use plans or policies as they relate to environmental effects, or have a substantial impact upon the existing character of the vicinity. The project, as proposed, would not disrupt or divide the physical arrangements of existing uses and activities that surround it. Surrounding uses and activities would continue on their own sites and would interrelate with each other as they do presently, without significant disruption from the proposed project.

The proposed project, as discussed in Section C (Compatibility with Existing Zoning and Plans) above, is consistent with local plans, policies and code requirements as they relate to environmental effects. Environmental plans and policies are those, like the *Bay Area Air Quality Plan*, that directly address environmental issues and/or contain targets or standards, which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. The project site is located in a neighborhood commercial area with both existing residential and commercial land uses. While the proposed project would be a larger new development at this site compared to the existing building and some buildings in the vicinity, and would add residential units to the project site, the proposed project would be at a size, scale, and density allowed under the Community Business District (C-2) zoning district, would be developed within the existing allowable height and bulk limits of the area, and would include land uses principally permitted within the district. .

As noted in Planning Code Section 210.2, the Community Business District (C-2) zoning district is described as providing convenience goods and services to residential areas of the City. The proposed residential and retail use would not be considered a substantial, physical land use change, because the land uses are principally permitted and present in the current mix of land uses in the area. The proposed project's increase in density and change of land use at the site

would not be considered a substantial, physical land use change, nor be substantially incompatible with the existing character of the area, a mix of residential, industrial and commercial uses in the project area. Therefore, the proposed project would not be considered to have a significant impact on the existing character of the area.

Overall, effects related to land use would be less than significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
2. AESTHETICS – Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A visual quality/aesthetics analysis is somewhat subjective and considers the project design in relation to the surrounding visual character, heights, and building types of surrounding uses, potential to obstruct public scenic views or vistas, and potential for light and glare. The immediate area surrounding the project site is one characterized by urban high density and a mix of uses with allow building heights of up to 40 feet and corner four-story buildings on the southern, up-sloping side of the street. The proposed project's specific building design would be considered during the Planning Department's design review process. A proposed project would therefore be considered to have a significant adverse effect on visual quality only if it would cause a substantial and demonstrable negative change.

The proposed project would be built within the existing block face. The proposed project would not result in a significant impact on public views from sidewalks and streets. Additionally, there are no public open spaces in the vicinity that have a scenic view or vista impacted by the proposed project. There are no scenic resources in the area that would be affected by the project. Dominant visual features in the project vicinity include expansive Bay views to Marin County and the Golden Gate Bridge. The site and surrounding areas are developed with two- to four-

story structures; the nearest public use, Aquatic Park, is located opposite the project site on Beach Street. The site slopes upward from Beach Street to the residential area to the south. Views from some nearby private lots overlooking the existing site would be partially blocked by the proposed four-story structure. The proposed project, which would be located on the upward slope side of Beach Street, would be visible from approximately ten buildings within the project site vicinity. From these private residences, the proposed project would alter views of the project site and could block views of a portion of San Francisco Bay. Although some reduced private views would be an unavoidable consequence of the proposed project and would be a potentially undesirable change for those individuals affected, this loss of views from private areas created by the project would not exceed levels commonly expected in urban areas, and would not be considered significant. Any adverse effect on private views would therefore not be considered a significant impact on the environment, pursuant to CEQA.

Visual Character. The existing visual characteristics in the vicinity of the project site are, as with its land uses, somewhat varied and reflect the range of the development patterns, land uses, and architectural styles in the area. As described above, the character of the project vicinity is a mixed-use neighborhood with a focus on the tourist-serving uses and featuring two- to four-story buildings, with allowable heights of 40-feet, and a mix of multi-unit residential and commercial uses.

The one-story building on the project site was in retail operation as a souvenir and camera shop until December 2004. The proposed four-story building with partial fifth floor³ would be a visual change to the project site and would be approximately the same height or one story higher than immediately adjacent buildings. A new larger visual element does not in and of itself constitute a significant impact. The proposed building would be within the allowable height and bulk district (40-X), and below the allowable residential density/scale established in the Planning Code. Although the proposed building would be larger in scale than some buildings in the vicinity, another buildings of this size is found immediately adjacent and to the east of the project site at the intersection of Beach and Hyde Streets. And across Hyde Street at the stated intersection is another large four-story approximately 40-foot high building. The proposed building would be indistinguishable in long distance views and would be consistent with the urban residential/commercial character of the area. Since there would be no substantial loss of public views or negative effect on neighborhood character, the project would not be considered to have a substantial, demonstrable negative aesthetic effect.

Light & Glare. Illuminated storefronts and signs in this neighborhood commercial area, along with traditional street lighting and retrofitted low-wattage fluorescent period "gas lamps" along Beach Street, contribute to existing nighttime lighting conditions in the project vicinity. Nighttime lighting at the project site would change from the existing vacant warehouse facility to residential lighting over ground- and second-floor retail. The proposed mix of residential and retail uses

³ The partial fifth floor, measuring 1,118 gross sq ft, would be setback approximately 64 feet from the front edge of the property line and would serve as additional living space for the fourth floor residential unit. Although the roofline of the partial fifth floor would be 49½ feet high from the front of the property line, because the project site slopes upward by approximately 12 feet, the building's height, as measured by the Planning Code, would be within the district's permissible 40-foot height limit.

would not generate substantially more light or glare than existing land uses and street lighting in the neighborhood. Additionally, the project would be required to comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. No other aspect of the proposed building would result in light or glare that would significantly impact other properties. As a result, the proposed project would not generate obtrusive light or glare that could substantially impact other properties.

In summary, the proposed project would not have a substantial, demonstrable negative aesthetic effect within its urban setting because of its consistency of use and scale with other buildings in the immediate vicinity of the project site. The proposed project would change views of the site, and although some reduced private views would be an unavoidable consequence of the project and would be an undesirable change for those individuals affected, the proposed project would not substantially degrade or obstruct scenic views from public areas. While the loss or change of views might be of concern to adjacent property owners and area residents, and would be a design issue worthy of discussion and consideration as part of the City's decision to approve or disapprove the project, it would not be considered a significant environmental effect pursuant to CEQA. In view of the above, the proposed project would not result in a significant effect with regard to Aesthetics.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
3. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As a regional employment center with a favorable climate and abundant lifestyle options, San Francisco has long had a strong demand for housing. Providing new housing to meet this demand is particularly difficult because the amount of land available is limited and the costs of land and development are among the highest in the nation.

In March 2001, the Association of Bay Area Governments (ABAG) published a projection of regional needs in the Regional Housing Needs Determination 1999-2006 allocation. The projected need of the City through 2006 is 20,372 dwelling units, or an average need of 2,716 net new dwelling units per year. The proposed project would add four residential units to the City's housing stock, helping to meet this need. The proposed housing would thus address the City's broader need for additional housing in a citywide context in which job growth and in-migration outpace the provision of new housing.

Currently there are no residential units on the project site. Based on the four dwelling units proposed and the average household size of 1.5 for Census Tract 102 (U.S. Census Bureau, Census 2000), the proposed project would attract an estimated six new residents. While potentially noticeable to immediately adjacent neighbors, the increase in population on the site would not substantially increase the existing area-wide population (directly or indirectly), and the resulting density would not exceed levels that are common and accepted in high-density urban areas such as San Francisco. The additional four dwelling units would not indirectly induce population growth, since their construction would entail no extension of roads or other infrastructure.

In view of the above, the proposed project would not induce substantial population growth or displace substantial numbers of people or housing units and would therefore not have a significant adverse effect on population and housing.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
4. CULTURAL RESOURCES –					
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco <i>Planning Code</i> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Architectural/Historical Resources. The existing approximately 558-square foot, one-story commercial building on the site was constructed around 1912. The building is not listed in the National Register of Historic Places, Article 10 of the *Planning Code* (which concerns sites such as designated City Landmarks and buildings within Historic Districts), or Article 11 of the *Planning Code* (which involves rating buildings for their architectural significance).

Buildings in the immediate vicinity of the project site were surveyed between 1974 and 1976 as part of a City-sponsored inventory of architecturally significant buildings. The inventory assessed the architectural significance of 10,000 structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included and each building was numerically rated according to its overall architectural significance. The ratings ranged from a low of "0" to a high of "5." Factors considered included architectural significance and urban design context.

The adjacent corner lot to the east features a three-story, approximately 40-foot-tall building dating from 1911 and containing multiple dwellings above the ground-floor Buena Vista Café restaurant. The building received a survey rating of 2. Three parcels to the west is 737 Beach Street (aka 757 Beach Street), a two-story, approximately 25-foot-high, wood-shingled, hipped roof building constructed in 1947, included on the 1976 survey with an indeterminate rating. Two parcels further west, at 781 Beach Street, is a three-story, approximately 30-foot-high, 1912 building with brick façade and four prominent two-story-high arched windows and entryways. Historically known as the Piedmont Winery Building, it received a rating of 2. It also appears on the *Here Today* survey.

None of these buildings have been officially designated as City landmarks or are listed on the National Register of Historic Places, and none are subject to the provisions of Article 10 or 11 of the City Planning Code. Other structures in the immediate area that have been identified for their potential architectural, historical, or cultural significance include Article 10 building The Cannery at 2801 Leavenworth Street (one block from project site), also listed on the *Here Today* register, and Ghiradelli Center at 851 Beach Street (one block from project site), City Landmark No. 30 and a California Historic Register building.

Because the existing building on the project site dates to San Francisco's Great Fire Reconstruction period and because of the project site's proximity to the state and national register Aquatic Park, the Planning Department conducted a historic resource evaluation (response (HRER) memorandum attached) to determine (1) whether the demolition of the existing building had the potential to result in an effect on a historic resource; and (2) to determine whether the proposed project had the potential to result in an adverse impact to off-site resources. The Planning Department, in a Historic Resource Evaluation Response (HRER) memorandum,⁴ determined that (1) the existing building, lacking integrity and standout architectural characteristics, does not constitute a historic resource; and (2) the proposed building would not result in an adverse impact to off-site historic resources because (a) the Aquatic Park Historic

⁴ Memorandum from Dan DiBartolo, Preservation Resource Specialist to Jeremy Battis, Historic Resource Evaluation Response for 721 Beach Street, January 5, 2007. This document is available for public review by appointment at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0441E.

District is effectively segregated from the project site by an approximately 69-foot public right-of-way buffer, (b) the collection of streamlined moderne buildings that give the District its significance are considerably setback from the project site at the District's northern periphery, and (c) the immediately surrounding neighborhood is characterized as "an inconsistent mix of architectural quality, types, styles and periods" that would likely preclude its eligibility as a "cohesive district."⁵ As such, the proposed project would not have a significant impact on on- or off-site historic resources.

Archeological Resources. Factors considered in determining the potential for encountering archaeological resources include the location, depth, and the amount of excavation proposed, as well as any existing information about known resources in the area. Development of the proposed project would involve demolition of the existing one-story commercial building and excavation to a depth of approximately 12 feet, with removal of approximately 3,200 cubic yards of soil, for the installation of building foundation and footing.

According to the archeological evaluation conducted by Planning Department staff,⁶ the site was historically located partially on a beach and partially on a low bluff near a promontory of land extending into the Bay just to the northeast. According to the report, the nearest recorded prehistoric deposits, including hearth and human remains, have been recorded near the intersection of Beach and Hyde Streets. In San Francisco, any human settlement at such a coastal location is unusual, and therefore, any discovered artifacts could contribute to the knowledge of local prehistoric populations. Thus, there is a potential that prehistoric remains could be disturbed, thereby potentially affecting CEQA-significant archeological resources. Implementation of **Mitigation Measure 1**, requiring archeological testing by a qualified archeological consultant of soils-disturbing or modifying activities of the project would reduce potential archeological effects of the project to less than significant.

⁵ Ibid.

⁶ Randall Dean, Archeologist, to Jeremy Battis, San Francisco Planning Department. *Memorandum Re: Preliminary Archeological Evaluation of 721 Beach Street*. August 11, 2006. This document is available for public review by appointment at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0441E.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
5. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation modes)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.), or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, significance criterion 5c is not applicable to the proposed project.

The project site is located one lot to the west of the intersection of Beach and Hyde Streets on the block bounded by Beach, Hyde, North Point, and Larkin Streets. Beach Street (between Hyde and Larkin Streets) is a two-way, two-lane minor terminal street with one-hour metered on-street parking on both sides of the street. Hyde Street between Beach and North Point Streets is a two-way, two-lane street that travel lanes shared with cable car tracks. Hyde Street has limited unmetered on-street parking for up to two hours without a residential parking permit.

The intersection at Beach and Hyde Streets is signalized, and here the cable car has its own designated signal, which clears the crossing so that the cable car may proceed in a northwesterly direction into the cable car turnaround just inside Aquatic Park. Hyde Street terminates one block north of Beach Street at Jefferson Street and is a one-way southbound street on this block. Traffic proceeding northbound through the signalized Hyde/North Point intersection is subject to a "right-turn-only" requirement. This block of Hyde Street has one-hour metered parking on the west side of the street and unrestricted on-street parking on the east side of the street.

Trip Generation. Transportation analysis of the proposed project was conducted using the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002).

Residential Trip Generation. Based on an expected maximum population of six persons within the proposed building, the maximum p.m. peak-period trips that would be generated as a result of the project would be six. This would generally be indiscernible to residents and drivers within the area.

Retail Trip Generation. The retail component of the proposed project would be expected to generate 848 average daily person-trips, including about 76 in the p.m. peak hour (4:30 p.m. to 5:30 p.m.). These 76 p.m. peak-hour daily person-trips would be distributed among various modes of transportation, including about 27 automobile person-trips, 13 transit trips, 27 walking trips, and nine trips by other means, including bicycles. Based on the mode split and average work and non-work automobile occupancy for the area, the proposed retail portion of the project would generate approximately 304 daily vehicular trips, of which 27 would be during the p.m. peak-hour. The average existing vehicle activity generated by the project site is estimated at zero, owing to the building's vacant status.

Total Trip Generation. The combined residential and retail use would be expected to generate an estimated 143 daily *vehicle trips*, 14 of which would be during the p.m. peak hour for the proposed project. *Person trips* generated by the proposed project would be about 881 daily trips, with 82 in the p.m. peak hour. Of these, 320 person trips would be by automobile, with 30 of these in the p.m. peak hour. Transit would account for 155 person trips each day with 15 being in the p.m. peak hour. Additionally; the project would result in 300 daily walking person trips, with 27 in the p.m. peak hour; and another 106 daily person trips by other means such as bicycles, with ten of these in the p.m. peak hour. This would not be considered a significant traffic increase relative to the existing capacity of the local street system or contribute considerably to level of service decline at adjacent roadway intersections. The change in traffic in the project area as a result of the proposed project would be indiscernible to most drivers. Traffic in the immediate vicinity is moderate during the day and heavy during peak commute periods. The proposed

project would add a small increment to the cumulative long-term traffic increase on the local roadway network in the neighborhood and to other land use and development changes in the region.

Hazards & Emergency Access. The proposed project would not interfere with existing traffic circulation or cause major traffic hazards, nor have a significant effect on traffic related hazards or emergency access provisions. Proposed buildings are required to meet the standards contained in the Building and Fire Code and the San Francisco Building and Fire Departments would review the final building plans to ensure sufficient access and safety.

Parking. San Francisco Planning Code Section 151 requires residential projects in the C-2 zoning district to provide off-street parking at the rate of one space for every dwelling unit. The proposed project with four dwelling units would therefore require four off-street parking spaces for the residential portion of the project. The retail parking requirement, pursuant to Section 151 of the Planning Code, would be one space for every 500 sq ft of retail use if the total commercial square footage exceeds 5,000 square feet. The proposed 6,558 gross sq ft of retail use, amounts to 4,999 net square feet of usable space as defined by Planning Code Section 102.10, and therefore would not exceed 5,000 square feet. As such, the project would be required to provide residential, but not retail parking. The proposed project, by providing no off-street parking spaces, would be required to obtain a variance authorizing the elimination of the required parking pursuant to Section 305 of the Planning Code.

Based on the *October 2002 Transportation Impact Analysis Guidelines for Environmental Review*, demand for residential parking would be 5 spaces: 1.1 spaces for each one-bedroom unit, and 1.5 spaces for each multi-bedroom unit. The parking demand for the typical retail use would be approximately 15 spaces, consisting of 11 short-term and four long-term spaces. The specific tenant of the commercial space is unknown at the present time and actual parking demand may vary slightly. Nevertheless, the proposed commercial/retail space would create only a marginal increase in the area's demand for on-street parking and therefore would not contribute considerably to a change in the existing parking demand/supply ratio in the area.

The proposed project is estimated to result in a parking deficit of 20 parking spaces which would be unmet by the project's supply of parking. The resulting parking deficit of 20 spaces would not in itself be considered a significant impact on parking conditions in the project area. San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines Section 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking

spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or walking) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." As discussed below, the project site is well served by numerous MUNI and transit lines. There is also ample paid parking within walking distance with no fewer than eight public parking garages or lots within a three-block radius.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for parking spaces in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

Loading. Using the Planning Department's *Transportation Guidelines for Environmental Review*, the proposed project would generate an average daily and peak hour demand of less than one loading trip. Planning Code Section 152 does not require off-street loading spaces for residential development less than 100,000 square feet and commercial development less than 10,000 square feet. Therefore, pursuant to the Planning Code, no loading space would be required for the proposed project. Based on the project's proposed uses, service-calls and deliveries would on average be relatively low and the effect on traffic would not be significant.

Construction Impacts. During the projected 12-month construction period, temporary and intermittent traffic, parking, and transit impacts in the vicinity would result from truck movements to and from the project site. Trucks would deliver and remove materials to and from the site during working hours, and construction workers would likely drive to and from the site. It is expected that the construction schedule would be approximately 7:30 a.m. to 5:00 p.m. Monday through Friday. Truck movements during periods of peak traffic flow would have a greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. The sidewalk on the north side of Beach Street along the project site would be temporarily vacated and would be outfitted with construction barricades to protect pedestrians. Any such temporary sidewalk or traffic lane closure proposed during construction would be subject to

review and approval by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and the Department of Public Works (DPW).

Temporary parking demand from construction workers' vehicles and impacts on local intersections from their traffic would occur in proportion to the number of construction workers who would use automobiles to arrive at the job site. Construction workers would utilize existing on-street parking spaces in the project vicinity, thereby temporarily increasing the anticipated parking deficit. Although a temporary inconvenience to local residents and workers, this would not be considered a significant impact due to its temporary nature.

In summary, the proposed project would have a less-than-significant impact on transportation and circulation.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. NOISE – Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Noise. Ambient noise and vibration levels in the vicinity of the project are typical of commercial neighborhood noise levels in urban San Francisco, which are dominated by vehicular traffic, including cable cars, trucks, cars, tour buses, emergency vehicles, and surrounding land use activities, including commercial uses.

Operational Noise. Based on published scientific acoustic studies, an approximate doubling of traffic volumes in an area would be necessary to produce an increase in ambient noise levels noticeable to most people in the area. The project would not cause a doubling in area traffic volumes and would therefore not cause a noticeable, substantial permanent increase in the ambient noise level in the project vicinity. Noise generated by residential and commercial uses are common and generally accepted in urban areas. The presence of a new four-story mixed retail and residential building would not significantly contribute to the existing groundborne vibration or noise in the project vicinity.

The proposed project would include mechanical equipment, such as cooling and ventilation systems, that could produce operational noise. Noise generated by residential and retail land uses is common in the project vicinity and generally accepted in such urban areas. All operations would be subject to the San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code, which establishes noise limits for fixed noise sources, such as building equipment. Compliance with Article 29, Section 2909, would minimize noise from building operations. Therefore, noise and vibration generated by the occupants of the proposed project would result in a less-than-significant operational noise impact.

Construction Noise. Demolition, excavation, and project construction would temporarily increase noise and possibly vibration (surface and groundborne) in the project vicinity and may be considered an annoyance by occupants of nearby properties. During the construction phase, which would take approximately 12 months, noise and vibration levels would be above ambient levels in the project area. Construction noise and vibration would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers (including subsurface barriers). There would be times when noise and vibration could interfere with indoor activities in nearby residences and other businesses near the project site. Construction noise and vibration impacts would be temporary in nature and limited to the period of construction.

All construction activities would be required to comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Department of Building Inspection (DBI) would be responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 A.M. to 5:00 P.M.). The Police Department would be responsible for enforcing the Noise Ordinance during all other hours. The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (dBA; a unit of measure for sound - "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound) at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 P.M. and 7:00 A.M., unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period. The increase in noise and vibration in the project area during project construction would not be considered a significant impact of the proposed project because it would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the City's Noise Ordinance.

Interior Noise Levels. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential structures. Title 24 requires that residential structures (other than detached single-family dwellings) be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room. This standard is consistent with the City of San Francisco's Noise Element Policies for indoor residential use. To ensure that occupants of the proposed residential units would not be adversely affected by proximity to traffic noise, noise insulation measures would be included as part of the design for the project, as required by Title 24. The Department of Building Inspection (DBI) would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet Title 24 standards regarding sound transmission. No building permit would be issued by DBI unless the project design is found to conform to these standards. If determined necessary by DBI to assure that the design would meet the interior noise level goal, a detailed acoustical analysis of the exterior wall architecture/structure could be required. With incorporation of noise insulation and compliance with Title 24, residents of the project would not be substantially affected by existing noise levels. For the reasons above, the proposed project would not have significant impacts with regard to noise levels.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
7. AIR QUALITY - Would the project: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts and conflict with adopted air quality plans. These thresholds are based on the minimum size projects that the District considers capable of producing air quality problems due to vehicular emissions, specifically the 80-pound/day NOx level for initial project screening. The District recommends that a more detailed analysis be conducted for any project whose size is within 20 percent of the project thresholds established and does not typically recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project or project setting. The BAAQMD considers residential projects greater than 510 dwelling units and retail development greater than 87,000 gross square feet to result in potentially significant vehicular emission impacts. The proposed project, with four dwelling units and approximately 4,999 net square feet of retail space would not exceed these minimum standards. Therefore, the proposed project would not conflict with applicable air quality management plans, violate any air quality standard, or substantially contribute (individually or cumulatively) to existing air quality violations and attainment status in the Bay Area.

Odor. The proposed project, a mix of residential and retail land uses, would not create objectionable odor impacts.

Construction Emissions. The proposed development would require excavation to a depth of approximately 12 feet, or approximately 3,200 cubic yards of soil removal, to lay the building's foundation and footing and construct the ground floor. Soil movement for foundation excavation and site grading could create the potential for wind-blown dust to marginally add to the particulate matter in the local atmosphere while soil is exposed, thereby potentially creating a temporary increase in particulate dust and other pollutants. Similarly, demolition and construction activity would temporarily raise dust levels in the area, but not to a level that would have significant impacts on air quality. In order to reduce or avoid potential impacts to air quality associated with project construction (i.e. dust generation), the project sponsor would implement **Mitigation Measure 2** listed in the Mitigation Measures section of this Initial Study.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Wind. Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. The proposed project would not result in a structure that would be substantially taller than nearby buildings. Therefore, the proposed project would not be expected to result in adverse effects on ground-level winds or substantially alter winds that would affect public areas.

Shadow. The proposed building would be approximately 40 feet in height and would comply with the 40-foot height limit applicable to the project site. Section 295 of the Planning Code was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts the casting of new shadow on public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impact to be insignificant. Section 295 does not provide protection of sunlight for non-Recreation and Park properties or private properties. The proposed building would not exceed 40 feet in height. Therefore, the proposed project would not be subject to Section 295 of the Planning Code. The proposed building would be approximately of equal height or one floor higher than adjacent buildings, and thus would affect sun and light exposure of adjacent private properties, but it would not eliminate access to light and air for the rooms in neighboring buildings. The new building would shade adjacent properties and portions of Beach Street (and sidewalks), but would not increase the total amount of shading in the

neighborhood above levels that are common and generally accepted in urban areas. While additional shading and loss of sunlight would be an undesirable change for affected neighbors, it would not constitute a significant effect on the environment under CEQA. Given the urban nature of the project setting, loss of private views and sunlight would not constitute a significant impact on the environment.

Considering all of the above, the proposed project would not be considered to have an adverse impact with regard to shadow and wind effects.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
9. RECREATION – Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is located adjacent to San Francisco Maritime National Historic Park, operated by the National Park Service. Additional nearby recreational facilities include Russian Hill Park, two blocks to the south; and Ft. Mason, approximately five blocks to the west. Existing recreational facilities within the city, including nearby facilities, would be sufficient to accommodate new residents. Therefore, the proposed project would not have a significant adverse impact with regard to recreation and would not measurably degrade recreational resources.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
10. UTILITIES AND SERVICE SYSTEMS – Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potenti ally Signific ant Impact</i>	<i>Less Than Significant with Mitigation Incorporat ed</i>	<i>Less Than Signific ant Impact</i>	<i>No Impa ct</i>	<i>Not Applica ble</i>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would be on a site currently equipped for water service, wastewater, stormwater, and solid waste removal. Although the proposed project would incrementally increase water demand on the project site, the proposed building would be designed to incorporate water-conserving measures, such as installing low-flush toilets and urinals, as required by California State Building Code. Additionally, the proposed project's water demand would be part of the development projections included in the San Francisco Public Utilities Commission's Urban Water Management Plan 2005.

The proposed project would incrementally increase demand for water and wastewater services on the site, but not in excess of amounts expected or provided for in this area. Therefore, the proposed project would have a less than significant effect on the provision or supply of water or wastewater treatment services in the City of San Francisco.

The solid waste associated with the project construction and operation would not substantially affect the projected life of the city's landfill, and no associated significant impacts related to solid waste would occur. Insofar as all necessary public utilities and facilities exist in the project vicinity and have excess capacity, the incremental rise in demand associated with the project would not adversely affect or burden utilities and service systems.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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11. PUBLIC SERVICES— Would the project:

Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The proposed project is on a site that is currently served by fire, police, schools, parking, gas, electricity, and other public services.

Parks and Other Services. (A discussion regarding recreational facilities can be found under Topic 9, Recreation. Water provision and wastewater services to the project site are further discussed in Topic 10, Utilities and Service Systems, and energy provisions are addressed within Topic 16, Mineral and Energy Resources of this document.) The proposed project would incrementally increase demand for and use of public services and utilities on the site, but not in excess of amounts expected and provided for in this area. Therefore, the net increase in demand associated with the proposed project for public services would not result in a significant physical environmental effect.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
12. BIOLOGICAL RESOURCES –					
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The 3,644-square foot project site is located within urban San Francisco and has approximately 558 square feet of its area covered by the existing building. The remaining rear yard open space of approximately 3,086 square feet consists of patches of invasive weeds, ivy, and grass. No rare,

threatened, special-status, candidate, sensitive, or endangered species or related habitat exist on the project site or surrounding properties. The project site is in a developed urban area and does not support or provide habitat for any rare or endangered wildlife species, animal or plant life or habitat (including riparian or wetland habitat), nor would it interfere with any resident or migratory species. The project site is not contained within the provisions of any Habitat or Natural Community Conservation Plan.

The San Francisco Planning Department, Department of Building Inspection (DBI), and Department of Public Works (DPW) have established guidelines to ensure that legislation adopted by the Board of Supervisors governing the protection of trees, including street trees, is implemented. DPW Code Section 8.02-8.11 requires disclosure and protection of Landmark, Significant, and Street trees, collectively known as "protected trees," located on private and public property. A Landmark Tree has the highest level of protection and must meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the City's character and have been found worthy of Landmark status after public hearings at both the Urban Forestry Council and the Board of Supervisors. A significant tree is either on property under the jurisdiction of the DPW, or on privately owned land within ten feet of the public-right-of-way which satisfies certain criteria.

There is one tree too small to be affected by the tree ordinance and minimal landscaping on the project site. There are three existing street trees along Beach Street in front of the project site, which would be removed as part of the proposed project. Street trees are protected trees and therefore, a tree removal permit would be required prior to tree removal. Should approval be granted for tree removal, the project applicant, as required by ordinance, would be required to replace the existing street trees with trees of equal age, girth, and quality of species. Additionally, a Planning Department "Tree Disclosure Statement" must accompany all permit applications that could potentially affect a protected tree. The Department of Public Works requires that adjacent street trees be protected or preserved where practicable during construction and that additional street trees be added as feasible along certain streets. In addition to the tree preservation practices described above, DPW would be review and approve proposed location and number of additional and/or replacement street trees. No significant or landmark trees are located on the subject property and the removal and replacement of the three existing street trees would require further review and approval by the DPW. Therefore the proposed project, with required DPW review to protect street trees, would not conflict with the local tree preservation ordinance.

Considering all of the above, the proposed project's environmental effects related to biology would not be significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. GEOLOGY AND SOILS –					
Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The *San Francisco General Plan* Community Safety Element contains maps that show areas of the city subject to geologic hazards. The project site is not located on a known earthquake fault, but is located in an area subject to ground shaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area. Ground shaking maps

indicate the project site is located in an area subject to moderate (Level VIII) damage during a magnitude 7.1 quake along the San Andreas Fault and subject to moderate (Level VIII) damage during a magnitude 7.1 quake along the Northern Hayward Fault⁷ (Maps 2 and 3 of the Community Safety Element).

The project site is located in an area of liquefaction potential, as delineated in a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology (Map 4 of the Community Safety Element). The project site is not located in an area subject to landslides (Map 5 of the Community Safety Element). The Department of Building Inspection (DBI) would, in its review of the building permit application, require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The report would assess the nature and severity of any hazards on the site and recommend project design and construction features that would reduce the hazards.

To ensure compliance with all San Francisco Building Code provisions regarding structural safety, DBI reviews a proposed project's geotechnical report and building plans and then determines necessary engineering and design features that would reduce the potential for damage to a structure from groundshaking and liquefaction. Therefore, potential damage from geologic hazards to the structure on the project site would be addressed by the DBI Building Code requirement for a geotechnical report and review of the building permit application.

Project site development would be urban infill and would not alter the vicinity's topography. The project would require Department of Public Works approval of a grading permit and analysis for efficient stormwater management during construction and operation of the proposed project. Review of the stormwater runoff from project construction and project operation in accordance with the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant would ensure that significant soil erosion would not occur. Wastewater facilities and treatment are further discussed in Topic 10 (Utilities and Service Systems) of this document.

Therefore, the Building Code requirements and the DBI and DPW review processes would reduce the potential damage to structures, the project, and adjacent sites from geologic and erosion hazards on the project site. Based on their review of the final building plans for a proposed project and known Special Geologic Study Areas and hazard areas, DBI would determine necessary engineering and design features for the project to reduce potential damage to structures from ground shaking potential. Therefore, potential damage to structures from geologic hazards on the project site would be reduced by Building Code requirements and DBI's review of the proposed project.

In view of the above, the proposed project would not have a significant effect related to Geology/Topography.

⁷ Association of Bay Area Governments (ABAG). Earthquake Shaking Intensity Map, 1995. Available for viewing at http://www.sfgov.org/site/planning_index.asp?id=41420

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
14. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would not generate wastewater or result in discharges that would have the potential to degrade water quality, contaminate a public water supply, or violate water or wastewater discharge requirements. The project site is not located near the course of a stream or river in San Francisco, but is in proximity to San Francisco Bay. The proposed project would result in the covering of an approximately 3,086-square foot pervious surface area, a relatively small area in the greater urban context of San Francisco. Similarly, it would not measurably affect related levels of stormwater runoff or ground water recharge on site, nor significantly increase the demand for stormwater treatment or stormwater capacity needs in the project area. Project-related wastewater and stormwater would continue to flow to the City's combined sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge. Although the proposed development would incrementally increase demand for this wastewater treatment, it would be well within the capacity of the Southeast Water Pollution Control Plant. During operations and construction, the proposed project would be required to comply with all local wastewater discharge and water quality requirements. Therefore, the operation of the proposed project would not substantially degrade water quality.

The project site is not located within a 100-year flood hazard area, nor is it in an area subject to tsunami run up (Map 6 in the Community Safety Element of the *General Plan*).

Construction. Construction of the proposed project would involve demolition, excavation, soil stockpiling, grading, and construction of a new building. These activities could cause erosion and transportation of soil particles that, once in surface water runoff, could cause sediment and other pollutants to leave the site and ultimately affect the water quality of San Francisco Bay. During construction, requirements to reduce erosion would be implemented pursuant to California Building Code Chapter 33, Excavation and Grading. Any stormwater runoff from project construction and project operation would be directed to the City's combined sewer system and stormwater system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge.

Construction of the proposed building, which would be partially below grade, would require excavation to a depth of approximately 12 feet. If any groundwater were to be encountered during construction of the proposed project, it would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards prior to discharge into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge.

In light of the above, the operation and construction of the proposed project would not result in significant impacts related to water resources or water quality impacts.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
15. HAZARDS AND HAZARDOUS MATERIALS					
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Hazardous Materials. The project site is not listed on the California Department of Toxic Substances Control Hazardous Waste. The site is within an area subject to the Maher Ordinance (Ordinance 253-86). This City Ordinance, adopted in June 1986, requires analyzing soil for hazardous wastes within specified areas and on sites specifically designated by the Director of Public Works when over 50 cubic yards of soil is to be disturbed. The proposed project would displace approximately 3,200 cubic yards of soil. The ordinance specifically includes sites such as the project site, which are bayward of the high tide line (as shown on maps available from the Department of Public Health (DPH)). The existing structure on the project site is a vacant shack with metal roll up door that until 2005 served as a camera and souvenir shop. Additionally, the project is located in the Fisherman's Wharf District, an area known for potential contamination from industrial-era activities and/or underlying fill within the area. As previously indicated, the project site slopes upward from north to south at a grade of 8.7 percent. The nearest school is Galileo High School, nearly a half-mile away.

Where hazardous wastes are found in excess of state or federal standards, the sponsor would be required to submit a site mitigation plan (SMP) to the appropriate state or federal agency, and to implement an approved SMP prior to issuance of any building permit. Where toxics are found for which no standards are established, the sponsor would request a determination from the applicable state or federal agency as to whether an SMP is needed.

Therefore, the Maher Ordinance through its requisite SMP review process would reduce the potential for human exposure to dangerous contaminants which might be present within the project site's soils. The Maher Ordinance's SMP requirements would ensure site remediation oversight and would prescribe rigorous procedures for the safe and secure transport and disposal of any identified contaminated soils. In view of the above, the proposed project would not have a significant effect related to Hazardous Materials.

Evacuation, Emergency Response and Fire Safety. The project site is not subject to an airport (private or public) land use plan, nor within two miles of a private or public airstrip. The

proposed project, as an infill mixed-use residential/retail development, which is within the growth projections for the City, would not interfere with emergency response or evacuation plans. San Francisco ensures fire and building emergency evacuation safety primarily through provisions of the Building Code and the Fire Code. Existing buildings are required to meet standards contained in these codes. In addition, the San Francisco Fire Department (as well as the DBI) reviews the final building plans for any new residential project greater than two units, in order to ensure conformance with these provisions including the development of an emergency procedure manual and an exit drill plan. In this way, potential emergency response procedures and fire hazards for the proposed project are considered a less-than-significant impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
16. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Energy Use. New buildings in San Francisco are required to conform to state and local energy conservation standards, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection. Documentation showing compliance with these standards would be submitted with the application for the building permit. The project would, therefore, not cause a wasteful use of energy and the effects related to energy consumption would not be significant. Water services and capacity for the proposed project are further discussed in Topic 10, Utilities and Service Systems, of this document.

The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect or contribute to a cumulative impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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17. AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

- | | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project site is located in the City of San Francisco, an urban area, and therefore not agricultural in nature. No land within the City boundaries is designated important farmland by the California Department of Conservation, nor are there designated Williamson Act properties.⁸

⁸ San Francisco is identified as "Urban and Built Up Land" on the California Department of Conservation *Important Farmland of California Map*, 2002. This map is available for viewing on-line at the Department of Conservation website (www.consrv.ca.gov).

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
18. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As discussed in Topic 12: Biological Resources, the project site is located in a fully developed urban area and would not significantly affect biological resources. As discussed in Topic 4: Cultural Resources, the project site is located in an area sensitive for prehistoric archeological deposits. **Mitigation Measure 1**, contained in Section F below, has been incorporated into the proposed project to address construction-related archeological effects and to reduce this impact to a less than significant level. As discussed in Topic 7: Air Quality, the proposed project's excavation, demolition, and construction activities could temporarily marginally raise dust levels in the area. **Mitigation Measure 2**, contained in Section F below, has been incorporated into the proposed project to address project-related air quality effects and to reduce this impact to a less than significant level.

Potential cumulative impact discussions are contained under each above topic discussion, where applicable. The proposed new development and any surrounding development (including the project at 721 Beach Street) would be anticipated to add activity (including construction activity) to the project vicinity. However, cumulative impacts of the proposed project or temporary effects of its construction would not be cumulatively significant.

The proposed project, as discussed in Section C, Compatibility with Existing Zoning and Plans, and Topic 1, Land Use and Land Use Planning, would be generally consistent with local land use and zoning requirements. Mitigation measures, contained in Section F below, have been incorporated into the project to address construction-related potential air quality and hazardous materials issues to reduce these potential impacts to a less than significant level.

While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

Neighborhood Notice. A notice of project receiving environmental review was mailed on November 16, 2006 and December 27, 2006 to businesses and residents within a 300-foot radius of the project site as well as to other identified potentially-interested parties. There were nine responses to the neighborhood notice; seven were related to height/shadow and/or potentially blocked private views, six expressed concern about increased competition for scarce on-street parking, three expressed concern about impacts to adjacent historic resources, one was related to concerns regarding increased wind currents, and one comment raised the issue of hazardous materials on the site.

These concerns have been addressed within the appropriate sections of the Initial Study above to address items of concern to the public. Specifically, subjects of neighborhood concern are addressed in the Initial Study within the referenced sections as detailed below:

- The issues of height/shadow and/or restricted private views is discussed above under Topic 8: Wind & Shadow, and Topic 2: Aesthetics.
- The issue of parking requirements/deficits is discussed above under Topic 5: Transportation & Circulation.
- The issue of impacts to historic resources is discussed above under Topic 4: Cultural Resources.
- The issue of increased wind currents is discussed above under Topic 8: Wind & Shadow.
- The issue of hazardous materials on site is discussed above under Topic 15: Hazards &

Comments that do not pertain to physical environmental issues or that address the merits of the project have not been addressed; decisions that weigh the project's merits would be left to the appropriate appointed and elected officials. The decision to approve or disapprove a proposed project would be independent of the environmental review process. While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

F. MITIGATION MEASURES

The following mitigation measures have been adopted by the project sponsor and are necessary to avoid potential significant effects of the project.

Mitigation Measure 1 – Archeological Resources (Pre-construction Testing)

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect by the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Section 15064.5 (a)(c).

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing program (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

1. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

2. A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet to consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities_and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal,

recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis section of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure 2: Construction Air Quality

The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during excavation and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require that the contractors obtain reclaimed water from the Clean Water Program for this purpose.

The project sponsor would also require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulate and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when truck are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

G. DETERMINATION

On the basis of this initial study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

April 8, 2008

DATE

Bill Wycko

Bill Wycko
Acting Environmental Review Officer
for

John Rahaim
Director of Planning





PLANNING DEPARTMENT

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MEMORANDUM: Historic Resource Evaluation Response

MEA Planner: Jeremy Battis

Project Address: 721 Beach Street
Block: 0025 Lot: 017
Case No.: 2006.0441E
Date of Review: January 5, 2007

Planning Department Reviewer:

Dan DiBartolo
(415) 558-6291
dan.dibartolo@sfgov.org

Preparer / Consultant

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PROPOSED PROJECT

- ☒ Demolition
☐ Alteration

Project description:

The proposal would demolish the existing one-story commercial structure with small shed extension to the rear and construct a new four story mixed use project with retail at the first two levels and four residential units at the third and fourth floors.

Pre-Existing Historic Rating / Survey

The subject is a building constructed before or during 1913 and is considered as a Category B structure. According to Department records the building was constructed circa 1912. These properties may be considered "historic resources" because of their rarity and, for some, their association with the reconstruction after the City's 1906 earthquake.

Historic District / Neighborhood Context

Buildings in the immediate area are primarily commercial in use. Across the street from the subject property, the Aquatic Park Historic District is the location of the historic cable car turn-around and contains a collection of Streamlined Moderne style structures and is listed on the National (NHL) and California Register of Historical Places Historic Districts. On the same side of the block as the subject property, structures containing commercial uses, primarily focused on tourism, surround the property. Surrounding structures vary in height with most buildings two to four stories in height. The mixed-use adjacent building to the east, built in 1911 is two stories over a tall ground level and the adjacent commercial structure to the west, built in 1948 is three stories in height.

NOTE: if the property is a pre-existing known historical resource, skip to section 3 below.

1.) California Register Criteria of Significance: **Note,** a building may be an historical resource if it meets any of the California Register criteria listed below. If more information is needed to make such a determination please specify what information is needed. *(This determination for California Register Eligibility is made based on existing data and research provided to the Planning Department by the above named preparer / consultant and other parties. Key pages of report and a photograph of the subject building are attached.)*

- **Event:** or ☐Yes ☒No ☐Unable to determine
- **Persons:** or ☐Yes ☒No ☐Unable to determine
- **Architecture:** or ☐Yes ☒No ☐Unable to determine
- **Information Potential:** ☐ Further investigation recommended.

District or Context ☐Yes, may contribute to a potential district or significant context

If Yes; Period of significance:

Notes: Based on information contained in the Historic Resource Evaluation Report, (HRER) the subject property is not an historical resource. As the immediately surrounding neighborhood appears to be an inconsistent mix of architectural quality, types, styles and periods, the design of the new structure appears compatible with the block context.

The subject site is separated from the northern perimeter of the Aquatic Park Historic District by 68'-9" wide public right-of-way at Beach Street. The Aquatic Park Historic District is noteworthy as containing an outstanding collection of Streamlined Moderne style architecture, an off-shoot of Art Deco and International styles. The primary structural components of this district are proximate to the Works Progress Administration (WPA) constructed beach area and consist of the bathhouse (now, four-story Maritime Museum building), municipal pier, restrooms, concession stands, stadia and two speaker towers. This assemblage of structures contain a high degree of spatial connectivity and individual components of the district retain a high degree of integrity.

The visual impact of the proposed four-story approximately 40 foot tall subject structure is diminished to insignificance as a result of its considerable spatial separation from the above mentioned assemblage of structures within the Historic district. First, the site is located across a 68'-9" right of way that separates the site from the northern periphery of the historic district. Secondly, the collection of buildings that conveys the district's significance are considerably setback from the point directly across the street from the site at the northern periphery of the historic district. Thus, the project is not related and cannot impact in any meaningful way the historical uses that give the park its cultural and architectural significance.

The subject property does not appear to be a contributor to any cohesive district, as the immediately surrounding neighborhood appears to be an inconsistent mix of architectural quality, types, styles and periods. The architectural styles prevalent on the subject block have no significant relation to any of the historical buildings or nearby districts such as Ghirardelli Square and various "Here Today" buildings, as well as historic districts such as Aquatic Park and properties associated with the "waterfront" (Northeastern Waterfront) historic district.

Issues with regards to private views enjoyed by residences and commercial uses abutting the project site and more specific design concerns are issues that can be addressed by the Neighborhood Planning unit of the Planning Department under the Urban Design Guidelines, the

policies of the General Plan, and the provisions of the Planning Code -- not the provisions of CEQA regarding historical resources.

2.) Integrity is the ability of a property to convey its significance. To be a resource for the purposes of CEQA, a property must not only be shown to be significant under the California Register criteria, but it also must have integrity. To retain historic integrity a property will always possess several, and usually most, of the aspects. The subject property has retained or lacks integrity from the period of significance noted above:

location, ☒ Retains ☐ Lacks
design, ☐ Retains ☒ Lacks
materials, ☐ Retains ☒ Lacks
workmanship ☐ Retains ☒ Lacks

setting, ☐ Retains ☒ Lacks
feeling, ☐ Retains ☒ Lacks
association. ☐ Retains ☒ Lacks

Notes: The one-story commercial building is located in its original place since construction in circa 1912. Numerous alterations have occurred at the front façade resulting in a 15-foot high structure defined by its lack of any architectural features. The front façade consists of three metal rollup doors used as the entry for the commercial space, the metal framing for the building and doors are simple and functional only. Above the doors a large horizontal canopy stretches the width of the building.

3.) DETERMINATION Whether the property is an "historical resource" for purposes of CEQA

☒ No Resource Present
(Go to 6. below)

☐ Historical Resource Present
(Continue to 4.)

☐ Category A (1/2)
☐ Category B
☐ Category C

4.) If the property appears to be an historical resource, whether the proposed project is consistent with the Secretary of Interior's Standards or if any proposed modifications would materially impair the resource (i.e. alter in an adverse manner those physical characteristics which justify the property's inclusion in any registry to which it belongs).

☐ The project appears to meet the Secretary of the Interior's Standards. (go to 6. below)
(Optional) ☐ See attached explanation of how the project meets standards.

☐ The project is **NOT** consistent with the Secretary of the Interior's Standards and is a significant impact as proposed. (Continue to 5. if the project is an alteration)


5.) Character-defining features of the building to be retained or respected in order to avoid a significant adverse effect by the project, presently or cumulatively, as modifications to the project to reduce or avoid impacts. Please recommend conditions of approval that may be desirable to mitigate the project's adverse effects.

6.) Whether the proposed project may have an adverse effect on off-site historical resources, such as adjacent historic properties.

☐ Yes ☒ No ☐ Unable to determine

There are no historically significant properties directly adjacent to the project site, but there are important historical resources nearby, as described above. However, the proposed project would not have any substantial adverse impacts on these historical properties, given its scale and design, which is compatible with general scale and varied architectural character of the neighborhood.

PRESERVATION COORDINATOR REVIEW

Signature 
Mark Luellen, Preservation Coordinator

Date: 1-5-07

Cc S. Banks, Recording Secretary, Landmarks Preservation Advisory Board
V. Byrd / Historic Resource Impact Review File

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721 BEACH STREET

